

CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Brandis Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 15 October 1954

25X1

REFERENCES

PAGES ENCLOSURES (NO. & TYPE)

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REMARKS

This is UNEVALUATED Information

The following observations were made at Brandis airfield between 30 August and 13 September 1954:

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30 August. There was no air activity. The ceiling was covered and good visibility.

31 August. Jet aircraft from another airfield were seen crossing over Brandis.

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1 September. The crossing of jet aircraft was heard. There were no clouds and visibility was good.

2 September. Jet aircraft again crossed the field.

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3 September. A twin-engine aircraft crossed over the field at 1300 and 1350.

4 September. The first twin-engine aircraft was seen crossing shortly after 0800 when morning fog had dissipated. During the afternoon, twin-engine aircraft seen aloft.

5 September. There was no air activity by aircraft stationed at Brandis airfield or at another field. The weather was cloudless.

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6 September. A twin-engine aircraft was seen aloft at 0845 and 1630. There was rainy weather.

12 September. Three Li-2s were parked on the field landing. No flights were made.

13 September. About 0730, 3 Li-2s, 1 command car and about 100 men were seen at the eastern end of the runway. Twelve men with parachutes entered each aircraft. Beginning at 0735, the 3 aircrafts took off at intervals of about 5 minutes, flew for about 10 minutes at an altitude of about 200 meters, and then landed again. No Parachute jumps were made. The aircraft touched down on the runway for a short time, then took off again and repeated local flying. They landed up to 0830. No additional take-offs were made until the late afternoon. Only at 1730 did a Li-2 take off. After a flight time of about 15 minutes, 3

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parachutists jumped approximately over the northeastern exit of Pelenz from an latitude of 500 to 600 meters. The parachutes were entirely open about 100 meters under the aircraft. The landing was made at 1750. At 1755, a second Li-2 took off and two groups of 6 men were dropped. Subsequently, a third Li-2 was employed. The 3 Li-2s were seen aloft twice. Thus 70 to 75 jumps were made.

Comment. Same source reported the arrival of Li-2s on 9 September and the establishment of a radio installation between 6 and 11 September. At that time, 30 soldiers were observed with the Li-2s; the personnel had probably arrived with the aircraft and made parachute jumps on 13 September 1954. The former location of the aircraft has not been determined.

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